



CP Single Chamber (V2) Air/Oil Separator Kit 2015+ STi with Front Mount Intercooler / Rotated Turbo Location

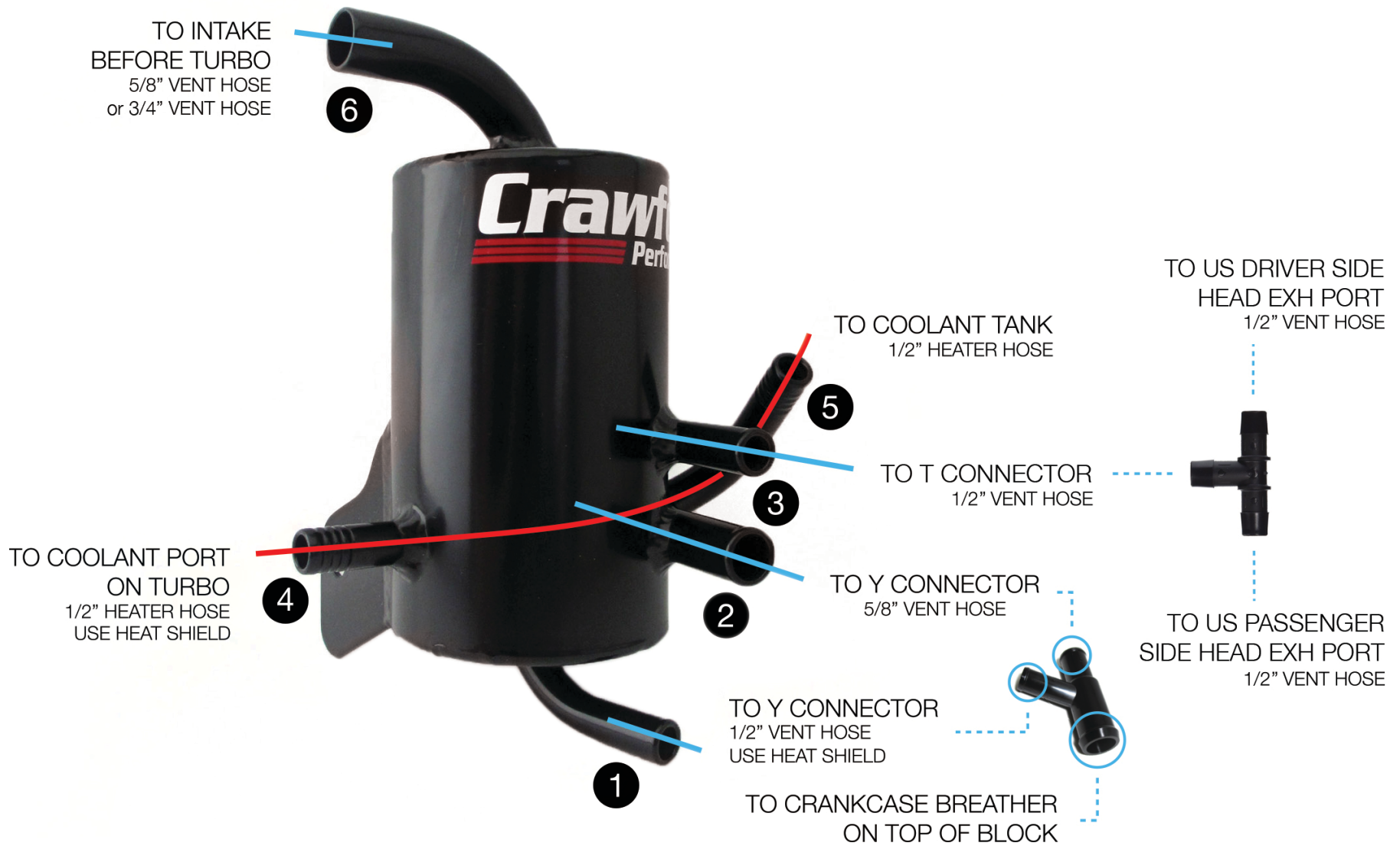
S0710 Parts List

Item #	Qty	Description
S0702	1	V2 Air/Oil Separator Unit for 15+ STi with FMIC and Rotated Turbo Location
F0416	1	1/2" PVC "T" Fitting
F0365	1	Crank Case Breather Connector "Y"
H0478	25"	1/2" Ventilation Hose: from side of T fitting to Left Cylinder Head
H0478	15"	1/2" Ventilation Hose: from side of T fitting to Right Cylinder Head
H0478	11"	1/2" Ventilation Hose: from Port #3 to bottom of T fitting
H0478	9"	1/2" Ventilation Hose: from port #1 to side of Y fitting
H0479	10"	5/8" Ventilation Hose: from port #2 to top of Y fitting
H0521	40"	3/4" Ventilation Hose: from port #6 to Intake
H0480	35"	1/2" Heater Hose: from port #4 to Coolant Tank
H0480	24"	1/2" Heater Hose: from Intake to Coolant Tank *Extra for the CP High Pressure Coolant Tank
H0480	15"	1/2" Heater Hose: from Cylinder Head to Turbo *Extra for the CP High Pressure Coolant Tank
H0480	9"	1/2" Heater Hose: from port #5 to Turbo
C0265	18	S/S Worm Clamps for 1/2" and 5/8" Hoses
C0266	2	S/S Worm Clamps for 3/4" Hose
S0777	24"	Fire Sleeve for 35" Ventilation Hose
S0777	13"	Fire Sleeve for 15" Heater Hose
S0777	6"	Fire Sleeve for 9" Heater Hose
Z0108	2	8" Zip Ties



***If you are installing this kit with your OEM Coolant Tank/Reservoir, the marked hoses and 4xC0265 clamps are not needed. Contact us if interested in our relocated high pressure coolant tank: Part Number R0647**

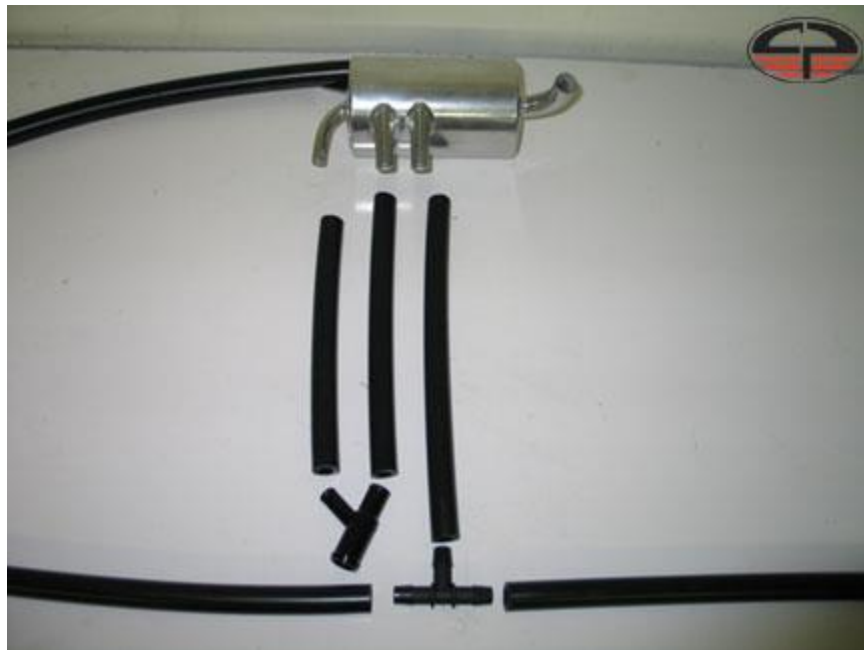
We recommend your AOS be installed by a professional.



Overview picture of the air / oil separator location, hoses and mounting point



Below: Layout for accompanying parts, including One "T" fitting, One "Y" crank case breather vent, and five hoses, and one silicon hose.



Installing the Air / Oil Separator



Above is the basic layout of the hoses and connectors. Note the “Y” connects to the crank case breather. The large 3/4" hose connects to the top of the Crawford Air /Oil Separator and routes over the to intake pipe.

- Replace the factory vent breather “Y” with the one Crawford provides. If your car has an electronic sensor connected to the stock breather, LEAVE it connected and move the breather to another location and let it sit on top of the block. This will prevent a CEL from coming on.
- Cap the PVC bypass (located under the throttle body). Some people weld the check valve and others use a threaded stopper.
- The top inlet hole on the side of the separator T-s to the engine breathers on the heads. -
- The middle inlet hole connects to the top of the crank case breather “Y”.
- The bottom of the separator drains the oil back into the side of the crank case breather “Y”.



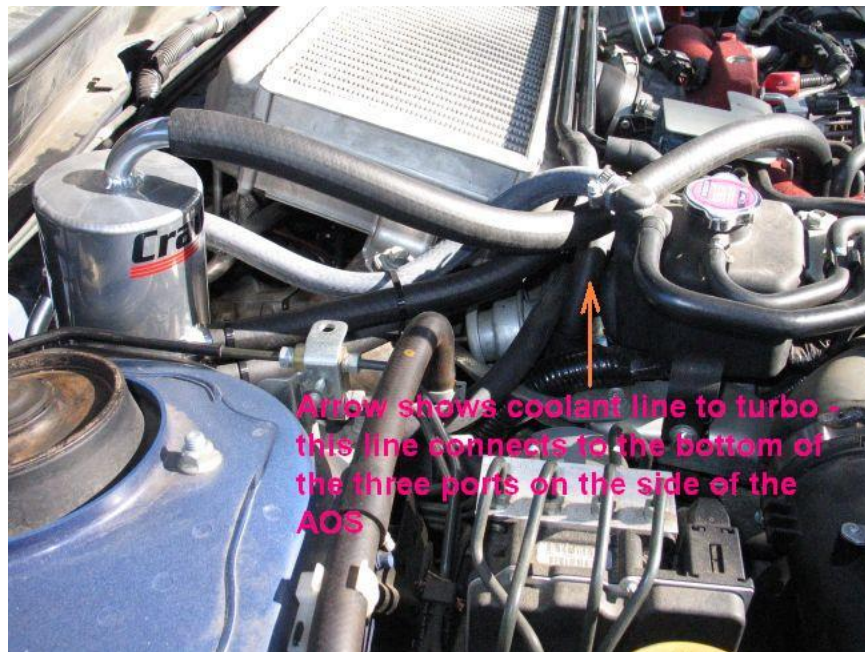
On the passenger side head, connect the hose for the air/oil separator on the front exhaust port of the head, closest to the AVCS controller.



On the driver's side head, connect the hose for the air/oil separator on the front exhaust port of the head, closest to the AVCS controller. Both sides of the head will connect to the "T" and that connects to the top inlet hole on the Air/Oil Separator.



Orange line shows coolant line from expansion tank to back port of AOS



Arrow shows coolant line to turbo - this line connects to the bottom of the three ports on the side of the AOS

Take the 9” heater hose, cover it with the 6” fire sleeve, and run it from the turbo coolant line to the bent pipe (port #5) on the AOS with ridges. Use the supplied clamps to secure in place.

Take the other 35” heater hose, cover it with the 24” fire sleeve, and run it from the expansion tank to the other coolant port with ridges (#4). Use the supplied clamps to secure in place.